B. P. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 1777. 光緒二十七年正月廿五日 FRIDAY, MARCH 15, 1901. 五拜禮 號五十月三英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,130,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [11

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $13,000,000
Silver Reserve .....$ 3,000,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
The Hon. R. M. Gray.

A. Haupt, Esq.	P. Sachse, Esq.
D. M. Moses, Esq.	N. A. Siebs, Esq.
A. J. Raymond, Esq.	H. W. Slade, Esq.
R. L. Richardson, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 16th February, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP..... £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ℘ Cask of 375 lbs. Net ex Factory.
$3.00 ℘ Bag of 250 lbs. „ „
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.....	*Bengal**	.....S. Barcham.....	Noon, 16th March.	Freight or Passage.
SHANGHAI	*Chusan*	.....C. L. Daniel	About 16th March.	Freight or Passage.
MARSEILLES and LONDON	*Banca*	.....G. W. Babot	About 21st March.	Freight only.
STRAITS, COLOMBO & B'BAY	*Mazagon*	...R. T. L. Cook, R.N.R.	About 26th March.	Freight only.
S'HAI & JAPAN...	*Canton*	.....C. F. Lockstone, R.N.R.	About 27th March.	Freight or Passage.
LONDON	*Bombay*	.....G. M. Montford, R.N.R.	About 6th April	...Freight or Passage.

* (See Special Advertisement).

PASSENGER SEASON, 1901.

S.S. "PLASSY" .....7,405 tons.....March 30th ..... } MARSEILLES and LONDON (Direct).
S.S. "SOBRAON".....7,382 tons.....April 27th ..... } WITHOUT TRANSHIPMENT.

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.

Hongkong, 15th March, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*BAYERN**	.....WEDNESDAY, 20th March.
STUTTGART	.....WEDNESDAY, 3rd April.
*KONIG ALBERT**	.....WEDNESDAY, 17th April.
PRINZESS IRENE	.....WEDNESDAY, 1st May.
PRINZ HEINRICH	.....WEDNESDAY, 15th May.
PREUSSEN	.....WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	.....THURSDAY, 13th June.
SACHSEN	.....THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	.....THURSDAY, 11th July.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 20th day of March, 1901, at NOON, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 18th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 19th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 6th March, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

"QUEEN'S CHOICE" LIQUEUR SCOTCH WHISKY.

PRONOUNCED BY CONNOISSEURS
TO BE
ONE OF THE FINEST WHISKIES EVER PLACED ON THE MARKET.

It possesses a delicate aroma, and is of great age and guaranteed purity.

$12 Per Dozen.

THE VICTORIA DISPENSARY
AGENTS.

25]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21

Intimations.

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

BOVRIL

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [16

JOHN DE KNYPER'S
GENEVA GIN.

IN CASES OF 15 BOTTLES = 4 GALLONS.

PER CASE $7.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 27th February, 1901. [20

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1864.

Telephone No. 75.

LONDON.....Rangoon Street, Crutched Friars.
GLASGOW.....St. Enoch's Square.
SHANGHAI .....Foochow Road.
HONGKONG.....Queen's Road.
SINGAPORE .....Raffles Quay.

AGENCIES.
Tientsin, Port Arthur, Chefoo, Wei-hai-wei, Kiaochow, Hankow, Foochow, Taiwan, Tamsui, Canton, Yokohama, Kobe, The Philippines, Penang, Bangkok, British North Borneo.

15, Queen's Road,
Hongkong, 6th March, 1901. [15

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to
Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.

Hongkong, 15th February, 1901. [207c

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.

Hongkong, 13th March, 1901. [26

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [124c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th February, 1901. [200c

MADAME ZARIA.

FORTUNE TELLER.

LATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 7 P.M. at the Annexe to THOMAS' GRILL ROOMS, Room No. 15, Second floor.

Hongkong, 6th March, 1901. [296c

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 27th January, 1901. [800

Intimations.

THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the COMPANY'S OFFICE, No. 14, Des Vœux Road Central, TO-MORROW, the 16th March, 1901, at NOON.

By Order of the Board of Directors,
Messrs. LUTGENS, EINSTMANN & CO., General Agents.

Hongkong, 15th March, 1901. [316c

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the SOCIETY'S HEAD OFFICE, No. 1, Queen's Buildings, on TUESDAY, the 19th March, at NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Society held on the 1st March, 1901, will be submitted for Confirmation as a SPECIAL RESOLUTION.

RESOLUTION.

"That in Article 91 the Figures "$7,000" "be eliminated and in place thereof the "Figures "$12,000." be inserted."

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 8th March, 1901. [303c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 14, Des Vœux Road, Victoria, on SATURDAY, the 23rd March, 1901, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 23rd instant, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 12th March, 1901. [317c

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at NOON, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 8th March, 1901. [304c

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE NINETEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on WEDNESDAY, the 27th March, 1901, at 12.30 P.M., for the purpose of receiving their Report and Statement of Accounts to 31st December, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 8th March, 1901. [305c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE is hereby given that the General Manager has made a CALL of $15 on the Holders of Shares in UNIVERSAL TRADING CO., LIMITED, which Call is PAYABLE to the General Manager, on the 31st day of MARCH, 1901, at the COMPANY'S REGISTERED OFFICE, No. 4, Des Vœux Road Central.

Dated Hongkong, 31st January, 1901.
ELLIS KELLY,
General Manager.

1400]

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of $1 (One Dollar) each.

Series Z 49, 1 to 1,000 of $1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.

Hongkong, 26th February, 1901. [261c

ROYAL ARTILLERY SPORTS.

ON the Occasion of the ROYAL ARTILLERY REGIMENTAL SPORTS, to be held in the HAPPY VALLEY on THURSDAY, the 21st March, the Officers of the Regiment will be "AT HOME" to their Friends from 2 P.M. till 6.30 P.M.

By kind permission of Lt.-Col. Hon. R. H. BERTIE, the BAND of the ROYAL WELCH FUSILIERS will play during the afternoon.

Hongkong, 14th March, 1901. [330c

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 11th March, 1901. [309c

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

Mr. HENRY DALLAS'
COMIC OPERA SEASON.

TO-NIGHT,
AND
TO-MORROW (SATURDAY),
THE CHARMING CHINESE OPERA
"SAN TOY."

MONDAY NEXT,
FOR
THREE NIGHTS ONLY,
THE MOST SUCCESSFUL MUSICAL PIECE,
THE
"Belle of New York."

FIRST APPEARANCE, THIS SEASON OF
Miss MADGE GREY.

THURSDAY NEXT,
"The French Maid."

MONDAY,
MARCH 25TH.
"THE FRENCH MAID."

FULL CHORUS.
AUGMENTED ORCHESTRA.

PLAN at ROBINSON PIANO CO.

USUAL PRICES.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the Season.

BERTRAM HERMANN,
Business Manager.

Hongkong, 15th March, 1901. [288c

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-MORROW, the 16th instant, but the Range will be open for Practice at the usual hour.

ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 15th March, 1901. 145

NOTICE.

THE HAMBURG AMERIKA LINIE, HAMBURG, will establish their own OFFICE at HONGKONG, Queen's Building, on the 1st of APRIL.

The Undersigned have been appointed LOCAL MANAGERS.

HAMBURG AMERIKA LINIE,
Hongkong Office,
K. OLDORP,
W. VON JANSON, } Managers.
Hongkong, 15th March, 1901. [331c

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
on
WEDNESDAY, the 20th March, at 11 A.M.,
At CENTRAL POLICE STATION.
A QUANTITY OF
SURPLUS STORES.
TERMS:—As Usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 15th March, 1901. [332c

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place as under:—

On the night of the 20th March, 1901, commencing about 6.30 o'clock, from Wong-nei-chong Battery, in a Northerly direction, over a sea range.

All Ships, Junks, and other Vessels are cautioned to keep clear of the Ranges.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 15th March, 1901. [333c

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that FIELD FIRING will take place from Lai-chi-kok on the afternoon of TUESDAY, the 19th instant, in a Westerly direction.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 15th March, 1901. [334c

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship
"BENCLEUCH,"
Captain Thomson, will be despatched as above on THURSDAY, the 21st instant.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Case 1 doz.
A.—THORNE'S BLEND, White Capsule	$10.80
B.—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D.—WATSON'S H.K.D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D. is well known for its fine flavour.

E. is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong Market.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

BIRTHS.

At Singapore, on the 7th instant, the wife of A. W. WESTERHOUT, of Malacca, of a son.

At No. 14, Chaoufoong Road, Shanghai, on the 8th inst., the wife of Capt. F. HOPKINS, of a daughter.

MARRIAGE.

On Saturday, the 2nd inst., at St. George's Church, Penang, by the Rev. H. C. Henham, M.A., Acting Colonial Chaplain, WINIFRED CARFRAE, second daughter of F. J. C. Ross, of Penang, Barrister-at-Law, to GEORGE MOUAT DUNDAS MOUAT, eldest son of the late Archibald Ralph Dundas-Mouat, Manchester, England.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 15, 1901.

NOTES AND COMMENTS.

Typhoon Shelters.

At the meeting of the Hongkong and Kowloon Wharf and Godown Co., Ld., held yesterday, the Chairman, the Hon. J. J. KESWICK, touched upon a subject to which we have frequently attempted to direct the attention of the Authorities, viz., the necessity for the provision of further shelters for craft during typhoons.

Mr. KESWICK said:—"The Causeway Bay shelter, which no doubt was good enough for the days when it was made, is barely sufficient to receive small craft alone, and quite inadequate for the hundreds, if not thousands, of cargo boats and other craft that need protection in the typhoon season. The anchorage off Yau-ma-ti is good so long as the wind remains in one direction, viz, from the North-East, but forms a most dangerous trap in the event of it shifting, as was the case in the November typhoon and it is to be hoped that further accomodation may be provided in time to avoid a repetition of the damage done on that occasion." And he also stated that, had more shelter been available for the Godown Company's craft during the typhoon, of November last, the damage sustained by the Company (amounting to no less than $10,000) would have been considerably less.

We fully endorse Mr. KESWICK'S remarks. An inspection of the Causeway Bay shelter during typhoon weather will show that it is that the available area of the shelter has been very considerably reduced since the breakwater was first constructed, by the silting up of the landward portion of the anchorage. We think that we are correct in saying that the Causeway Bay shelter is incapable of accommodating one fifth of the junks, sampans and lighters plying in the waters of the Colony, to say nothing of launches; though certainly these latter are far less helpless in typhoon weather than sailing craft, and can generally find some safe anchorage further afield.

This being the case, by far the greater proportion of our small craft must, in the event of a typhoon, seek shelter in some other place than the Causeway Bay anchorage. So long as the centre of the typhoon does not approach so close to the Colony as to cause the wind to shift right round to the opposite point of the compass from which the gale commenced, those craft which have taken heed of the Observatory warnings are comparatively safe. But when the centre passes so near to us as to cause a great change in the direction of the wind, it is next door to an impossibility for these craft to find an anchorage other than Causeway Bay which will not necessitate their being on a lee shore during some period of the blow. It is true that it is very seldom that a typhoon passes so close to us, but this has nothing to do with the question. The fact remains that so long as no adequate shelter is provided, a large number of craft must be lost from being caught upon a lee shore whenever a typhoon passes close to us.

If the damage sustained by the Godown Company alone in the last typhoon amounted to $10,000, it is easily to be seen that the loss of the whole Colony as regards small craft must have run into hundreds of thousands of dollars. And it is equally patent that by far the greater proportion of this loss would have been saved had there been a sufficiently large typhoon shelter or shelters to have accommodated the whole of the junks, sampans, lighters and launches of the Colony. During the last ten years there have been five severe typhoons and the loss sustained by small craft in them must, at a very moderate estimate, have amounted to half a million dollars or more. Now, if the construction of one or two more breakwaters will mean the saving to the Colony of half a million dollars in launches, lighters, sampans and junks every ten years, surely it is the duty of the Government to undertake the construction of these breakwaters at once. The acquisition of the New Territory has placed at the disposal of the Government several areas which are handy and suitable for the construction of typhoon shelters. In a typhoon hundreds of craft seek shelter in Yau-ma-ti and Kowloon Bays, and were shelters constructed in either of these localities we are sure that the accommodation thus provided would be eagerly sought by craft of every description, and the loss of lives and vessels in a typhoon would be reduced to a minimum.

We congratulate Mr. KESWICK upon the manner in which he introduced the subject at the meeting of the Godown Company, and trust that he will not allow it to rest, but will bring it to the notice of the Council at the very earliest opportunity. Hongkong's very existence depends upon its shipping and it is only reasonable to demand that some degree of consideration should be shown to its local craft, which feed the shipping, in the matter of provision of typhoon shelters.

TELEGRAMS.

REUTER'S TELEGRAMS.

RUMOURED NEW ISSUE OF CONSOLS.

LONDON, March 13th.

It is rumoured that the Government intend to issue £50,000,000 in Consols as a war loan.

CABINET COUNCIL.

At a special Cabinet Council held yesterday, it is understood that important news from South Africa was considered.

Counter-Moves.

TUAN AND TUNG PREPARE TO RESIST. MOVEMENT TO RESTORE THE DOWAGER AND ABANDON ALL REFORMS.

PEKING, March 9th.

The Emperor is trying to weed out those of his advisers who are not well posted on reform. He questions them all sharply, and reprimands them if they do not satisfy him. He has asked the viceroys and provincial governors to send him new advisers of the right sort.

Lu Chuan-lin, representative of the Board of Rites and favourite of the Dowager, has sent in a memorial urging the restoration of the Empress Dowager's regency and the abandonment of reform proposals.

Tung Fu-hsiang and Price Tuan are making a combined protest against the punishments imposed on them.—*New Press.*

WEATHER REPORT.

The Observatory report says:—

On the 15th at 12.5 p.m. the barometer is rising in N. China, the low pressure area having passed Eastwards towards the Sea of Japan. The monsoon will probably freshen in S. China and the N. part of the China Sea. Forecast:—N.E. winds, freshening; changeable, some drizzling rain or mist.

LOCAL AND GENERAL.

THE French mail of the 11th February was delivered in London on the 14th inst.

L'Echo de Chine, of 11th inst., says that it has just been learned that the Emperor of China has been dead for some months.

THE London *Sportsman* states that King Edward's racehorses have been leased for the

MR. Norman MacEwen, eldest son of Mr. A. P. MacEwen, of Messrs. Jardine Matheson & Co., Shanghai, has been gazetted to the Argyll and Sutherland Highlanders.

THE Hamburg Amerika Linie will open their own offices in Queen's Building on the 1st April, under the management of Messrs. K. Oldörp and W. von Janson, as announced in our advertisement columns.

WE are informed by Messrs. Lamke & Rogge that they have received telegraphic advices from Messrs. Wm. G. Hale & Co., Saigon, to the effect that 12 days' quarantine including passage has been imposed at Saigon on all arrivals from Hongkong.

THE Nippon-Yusen Kaisha, says the *Straits Times*, is reported to have chartered several vessels in England, among them being the *Neptune* and the *Titanic*, both of which are on the way out, to convey cargoes of coal to Japan. These vesesels are expected to call here to coal.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Tsoi Chee Mei	$25
Rev. J. S. Wasson	20
Sums under $5	5

THE Band of the Royal Welch Fusiliers will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.:—

PROGRAMME.

1.—March ... "Father's Got 'em" ... Williams.
2.—Selection ... "San Toy" ... Jones.
3.—Valse ... "El Dorado" ... Royle.
4.—Cornet Solo ... {Douglas Gordon / L/C Holstridge} ... Lawrence Kellie.
5.—Selection ... "A Runaway Girl" ... Coryll.
6.—Polka ... "Mein Roshen" ... Anger.

Extra.

1.—Dance ... Henry VIII. ... Vandervell.

God save the King.

THE following is the programme of music to be played by the Band of the Royal Welch Fusiliers at the Officers' Mess, Murray Barracks, to-night, commencing at 8 p.m.:—

1.—Overture ... "Crown Diamonds" ... Auber.
2.—Selection ... "Rose of Persia" ... Sullivan.
3.—Valse ... "Souvire D'avril" ... Depret.
4.—Selection ... "Nell Gwynne" ... Planquette.
5.—Intermezzo ... "Endoria" ... Anger.
6.—Valse ... "Pluie D'or" ... Waldteufel.

Extras.

1.—Cornet Solo ... "Douglas Gordon" ... Lawrence Kellie.
2.—Gavotte ... "Theodoria" ... Le Thiere.
3.—Polka ... "Mein Rosehen" ... Anger.

J. H. MOIR, Band Master.

THE *P. & T. Times* is again complaining that serious consequences will some day result if no steps are taken to prevent the French soldiers going about the Settlements with arms. Three Zouaves recently were parading along Meadows Road, one with his sword drawn, and after making a lunge at a passing Chinaman, the man aimed a blow at a young Englishman riding past on his bicycle. The sword happily missed the lad's head and struck a spoke of his wheel. Only a German policeman was within hail and the cyclist being unable to speak German could not explain his grievance, and the three Frenchman were soon out of sight. There seems no real reason why French soldiers should parade this Settlement at all. The French Concession is large enough for all their requirements and they should be required to keep within its limits.

WE have received from the *Daily Press* Office a copy of a little work entitled "From Portsmouth to Peking via Ladysmith with a Naval Brigade." As may be guessed from the title, the book deals with the experiences of the crew of the *Terrible*, both in South Africa and in China and gives a very good and clear account of the part taken by them in both campaigns. It is written by a member of the crew of the big cruiser over the initials G. C. and is, so the author says, but a forerunner of a larger illustrated work which it is his intention to publish at the close of his ship's commission. The story of the work of the *Terribles* is given in narrative form and contains much of interest to the general reader, while some good maps aid one considerably in understanding the operations described. The book will be on sale to-morrow at the local booksellers and the Royal Naval Canteen, price, paper cover $1.00, boards $1.50.

THE February number of *The Argosy* contains No. III of Letters to Jack Cornstalk:—A Midland Village. The letter is supposed to be written from an Australian in England to his friend in Australia, and is full of comment on English people of different classes, their ways of life, manners and views. A summary does not flatter us, but we are afraid there is a deal of truth in it, and it is certainly well worth reading, to see ourselves as others see us. The writer's views about the new-old-fashioned village, where "if you take a £25 to £30 cottage, you are known as those or them new people in that house; if you take a £50 to £60 house, you are the new people in Blank Villa; if you take a £90 or £100 house you are Mr. and Mrs. Brown-Jones or whatever your name may be," is amusing and is very little, if at all, exaggerated. Perhaps English people have always had a taint of the snob about them, but we believe the jerry-builder and runner-up of those variegated brick "desirable residences," with his odious terms "Detached," "semi-detached" etc., has much to answer for. "This," says the writer, is a pretty place, and a healthy place, and a bright place all the summer, and the "well-to-do" people ought to be happy; but I believe they are the most miserable people on the face of God's earth. It's all on account of the struggle to keep up the appearance of being twice as rich as they are." And who that knows English suburbs and growing villages can doubt that there is much truth in this? In fact, English people as a rule seem nowadays to live up to and in many cases beyond their incomes. The servant and mistress question, and the village postmaster, who is also the general dealer in sweets, fly-papers, potatoes etc., come in for a share of discussion in the letter, all amusingly told, and without much malice apparently. The worst of it is, it is too true to the life. But we agree with

"SAN TOY" AT THE THEATRE.

This Chinese opera, written by Edward Morton, has been running in the home theatres for some little time, and the first production of it in the Colony last night by the Dallas musical Comedy Company fully upheld the reputation which it has gained. The Theatre Royal, was, as on the previous nights, well filled with an expectant audience.

The music is already well-known and is considered by some to be the finest that is contained in any English opera. The representation is that of *San Toy*, a girl, but who is supposed by all but a few to be a boy, being sent for by the Emperor, and on arrival at Peking, she is at once raised to the questionable honour of being the Emperor's favourite wife. After many ups and downs everything is made satisfactory to all parties, and really the music is the main feature of the piece. Miss Evelyne de Worms sings "Its nice to be a boy sometimes," in very clever style, and "I'm so fond of a little bit of fun," the latter just after she learns that she is not to leave the Emperor's palace. This charming actress has a very pleasing manner in singing and her acting is a perfect treat, the like of which is not seen every day, not by any means. "Rhoda and her Pagoda" is sung very nicely by Miss May Norton and she had to respond to a clamourous encore.

Mr. G. L. Wilson gives "Tommy Atkins" in good style and was loudly applauded for his song. The style was very good but the voice was weak, evidently owing to a cold. Mr. Harold Godwin shone in "I mean to introduce them into China." His voice is admirably suited to this class of song and he had to return and satisfy the demands of his listeners. He took the mandarin's part exceedingly well and acted the Chinaman all through.

The hit of the evening was the popular song "The Chinese soldier man" by Mr. Henry Dallas. He created roars of laughter and amusement by the verses relating to the Scotch, Irish, Yankee, and Kruger soldier men. In this *role* Mr. Dallas proves himself to be an actor of no mean order and many rounds of applause are showed upon him. Miss de Worms and Mr. Dallas are particularly worthy of mention for the excellence of their acting and singing. A weak point in the production of the character is *Captain Bobby Preston*. As *San Toy's* lover, the "Captain" should be far less reserved and should be far more responsive to the sympathy and devotion which is perfected in the characterising of *San Toy* by Miss de Worms. It is a mistake which can easily be remedied and one which will render almost perfect the production of a charming opera, if attention is given to this little matter.

As soon as the curtain was raised it was evident that "San Toy" was to be a success. The scenery was remarkably well placed and the orchestra under the directorship of Mr. Vallance went a long way to bringing the piece to so successful a conclusion.

CHARACTERS:

Li	Mr. Henry Dallas.
Sir Bingo Preston—British Consul at Pynka Pong	Mr. Arthur Stanley.
Sing-Hi	Mr. James Sharp.
Lieut. Harvey Tucker	Mr. Geo. L. Wilson.
Fo Hop—a Chinese Student	Mr. D. Munro.
The Emperor	Mr. J. B. Ferrell.
Yen How—a Mandarin	Mr. Herold Godwin.
Captain Bobbie Preston—Son of Sir Bingo Preston	Mr. Hugh Metcalfe.
Poppy—Daughter of Sir Bingo	Miss Bertha Hunter.
Dudley—(Maid)	Miss May Norton.
Wung Lung—Perpetual Corporal of the Emperor's Own	Miss Zaidie Monckton.
Yung Sei... / Sieu ... / Li Kiang.. / Hu Yon ... — The Little Wives of Yen How	Miss Minnie Evelyne. / Miss Hettie Peel. / Miss Beryl Mackay. / Miss Glyan.
Miss Harley-Streeter	Miss Nance Leslie.
Hon. Mrs. Hay Stackpoole	
Lady Pickleton — The Emperor's Wives	Miss Marie Lyonson.
Chi Yukon / Wei On.... / An Chuka / Si Li	Miss Montague. / Miss Violet Capel. / Miss Daisy Albert. / Miss Topsy Albert.
San Toy—Daughter of Yen How	Miss Evelyne de Worms.

Mr. Dallas must feel gratified with the success with which the company acquitted itself, and crowded houses are assured for as long as he cares to favour us with productions which can come up to the standard of that of "San Toy."

In spite of its continued popularity "San Toy" will be withdrawn after Saturday and replaced by that much-talked-about attraction "The Belle of New York" which has created such a boom in all parts of the World. First produced at the Casino Theatre, New York, it drew the whole American Metropolis in crowds. Later, on being transferred to London, it created the greatest theatrical sensation on record, running for over two years to phenomenal business. When Mr. Dallas made arrangements to produce this charming play in the East it was at first doubted whether its peculiar style would find favour. The first night in Calcutta, however, dispelled any doubts, and the piece ran for three weeks consecutively to record houses. Our readers will learn with a good deal of pleasure that Miss Madge Grey (Mrs. Henry Dallas) will appear as Cora Angelique on Monday night. This will be the first appearance this season of this talented actress, who has given local theatregoers many a proof of her sterling ability. We must congratulate her on her recovery from the severe accident she met with in Darjeeling.

AT THE MAGISTRACY.

THE PRAYA OUTRAGE.

The two coolies, Yeung Kun and Lo Tsoi, who were arrested by Chinese detective 312 in connection with the outrage on the Praya yesterday, were charged before Mr. Hazeland this morning with throwing a corrosive fluid upon the complainant, F. C. Reek, leading man of stores, at H.M. Naval Yard, with intent to burn.

Mr. Hays (Messrs. Johnson Stokes and Master) appeared to defend for the second defendant.

The case was remanded.

* * *

TRESPASSING ON CROWN LAND.

Before Mr. Kemp this morning the masters of three junks were charged with trespassing on Crown Land yesterday.

They pleaded not guilty, but upon the evidence they were convicted, and the first defendant was fined $15 or in default of payment, imprisonment with hard labour for three weeks, the second defendant was fined $30 or six weeks' hard labour and the third defendant was fined $1 or four days.

The fines were all paid.

THE PLAGUE.

Number of cases reported up till noon of the 14th March, 1901	Chinese	45
	Other Asiatics	0
	Europeans	4
Number of cases reported during the past 24 hours	Chinese	3
	Other Asiatics	1
	Europeans	0
Total number of cases reported to date		49
Number of deaths reported up till noon of the 14th March, 1901	Chinese	44
	Other Asiatics	0
	Europeans	4
Number of deaths reported during the past 24 hours	Chinese	2
	Other Asiatics	0
	Europeans	0

ALICE MEMORIAL AND NETHERSOLE HOSPITALS.

FINANCE COMMITTEE.

The annual meeting of the Finance Committee of the Alice Memorial and Nethersole Hospitals was held at the former hospital yesterday afternoon at five o'clock, the Hon. J. H. Stewart Lockhart, C.M.G., in the chair. The gentlemen present were the Hon. Dr. Ho. Kai (founder of the Alice Memorial Hospital), Mr. A. Mackenzie (treasurer), Dr. Gibson (superintendent and secretary), Dr. Thomson, and the Rev. A. Wells.

The Chairman read letters of apology from Mr. D. Wood and Mr. C. Palmer.

The minutes of the previous annual meeting having been read and approved, the election of office-bearers was proceeded with.

The Hon. Dr. Ho Kai proposed the re-election of the Hon. J. H. Stewart Lockhart as chairman. He said Mr. Lockhart had already done great service for the hospital, and would doubtless do as much again. It was to be hoped that as long as Mr. Lockhart was with them he would render help by filling the position of Chairman of the Finance Committee.

The Rev. A. Wells seconded, and the motion was carried unanimously.

The Chairman thanked Dr. Ho Kai for the flattering way in which he had referred to his service in the chair, and assured the meeting of his efforts to promote the interests of the institution.

The Superintendent's report of the Alice Memorial and Nethersole Hospitals for the year 1900 was laid on the table.

Mr. Mackenzie then read his report for the year ended 31st January. The report stated that owing to the Land Investment Company calling on shareholders to pay up shares in full, the sum of $4,875 had been diverted from the general account. The balance had thus been brought to the wrong side, but the money thus invested would in future bring regular returns each year, and in the meantime the bank was agreeable to advance an overdraft on their account at a small rate of interest. An effort had been made, as some knew, to get this money, and a friend of the hospital had practically guaranteed half. The expenses for the year were heavier than those of the year before, due mainly to increases in various items—salaries, which had increased by $204, medical and surgical appliances, the increase against which amounted to over $1,000, and sundries, the last item about $170. A very gratifying feature of the income side was the steadiness with which European and other subscriptions were coming in. The sum of $2,599.49 had been received this year from bequests, and the increase over last year from ordinary sources had actually been $922.27. In concluding, Mr. Mackenzie said he regretted that pressure of business made it necessary for him to retire from the office of treasurer. He suggested Mr. David Wood, auditor, as his successor.

Dr. Thomson moved the adoption of the treasurer's report, and commented on its favourable nature.

The Hon. Dr. Ho Kai, in seconding, regretted Mr. Mackenzie having to retire, and spoke highly of the work he had done.

The motion for the adoption of the report was carried.

The Rev. A. Wells then proposed a vote of thanks to Mr. Mackenzie, and moved that his name be added to the list of the Finance Committee.

This was unanimously agreed to.

On the motion of Mr. Mackenzie, seconded by Dr. Gibson, Mr. David Wood was elected to the office of treasurer.

On the suggestion of the Chairman, Drs. Thomson, Gibson, and Ho Kai, and Mr. Mackenzie were appointed to revise and strengthen the Finance Committee, their suggestions to be finally laid before a general committee.

The Chairman, in his speech, commented on the satisfactory condition of the finances of the hospital, and drew comparisons between the figures of last year and those of the present year. He also paid a tribute to Mr. Mackenzie's suitability as treasurer, and expressed satisfaction that he would still be associated with them on the Finance Committee. He said he had always thought that the Chinese should come forward more readily than they do in support of the institution and show that they were really grateful for the work which was being done for them. In conclusion he congratulated the Superintendent (Dr. Gibson) on having been able to give such a satisfactory report.

This was all the business.

FOOTBALL.

SEMI-FINAL—H.K. FOOTBALL SHIELD.

V.R.C. *v.* 15th Co., S.D., R.G.A. (Siege Train).

Saturday, 16th March, 1901, kick-off 4.30 p.m.

V.R.C. TEAM.

Goal.
Gidley.
Backs.
C. Fittock. G. Duncan.
Halves.
A. Loureiro. R. Lapsley. H. Howorth.
Forwards.
H. A. Seth. T. Yule. L. Brett. E. R. Herton.
R. Henderson.

Referee—Mr. J. A. Ross.

MADAME ZARIA.

A representative of the *Telegraph* called upon Madame Zaria to-day and after waiting until a gentleman who happened to be consulting her at the time had been disposed of, was ushered into her presence. Madame Zaria was born in Alaska and has been for many years engaged in telling fortunes in all quarters of the globe. She works with the aid of cards. Our representative was first requested to place his left hand upon a card and wish and this having been done and the cards cut, also with the left hand, the telling of the fortune was proceeded with. Madame Zaria was able to tell him several things which had occurred in the past and she then proceeded to foretell the future, predicting both good and ill fortune, but as the former more than counterbalanced the latter our representative hopes that her outline of the future, with one or two exceptions, will prove to be as true as her apparent knowledge of the past. At all events he seems to think that there is a good time coming for him, but has not as yet volunteered to give pecuniary aid to his colleagues on the staff on the strength of it. Madame Zaria may be consulted daily at No. 3 Duddell Street Room 15, entrance opposite Lammert's Sale Room.

QUARANTINE AT RANGOON.

We have received the following from the Colonial Secretary's Office for publication:—

GOVERNMENT NOTIFICATION.

The following Telegram has been received from the Government of Rangoon, and is published for general information:—

"Hongkong declared infected. Informed shipping firms. Letter follows."

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

CRICKET.

The following Match will take place on the Cricket Ground starting at 11 a.m., to-morrow.

THE CITY OF VICTORIA v. THE WORLD.

City of Victoria:—Major Dyson, A.P.D., Major Dorehill, R.A., Capt. Langhorne, R.A., F. Maitland; D. Salter, G. F. Noble, T. Sercomb Smith (Capt.), J. Hooper, Dr. Tuck, R.N., K. W. Mounsey, A. N. Other.

The World:—Capt. Ainslie (Capt.), Lt. Krickenbeck, Lt. Noble, R.N., Lt. Moreton, R.N., E. Mast, Lt. Lumb, Mr. Franklin, R.N., Lt. Mayhew, R.M.L.I., Lt. Wood, R.N., Lt. Nicholson, Lt. Forsyth.

By kind permission of the Colonel and Officers, the Band of the 3rd Madras Infantry will play during the afternoon.

DASTARDLY OUTRAGE ON THE PRAYA.

EUROPEAN NEARLY BLINDED WITH VITRIOL.

Yesterday morning an outrage of a very cowardly nature was perpetrated on the Praya at about seven o'clock, the victim being Mr. F. G.Reek, leading man of store-houses at H.M. Naval Yard. Mr. Reek left his home on Morrison Hill Road at about half-past six in the morning to start his day's work at the Naval Yard. His usual road lay along the sea front, and he pursued the same route on this occasion. When about opposite the Blue Buildings on the Praya, a quantity of vitriol was thrown with remarkable suddenness in his face and momentarily blinded him. Fortunately, however, at the instant the vitriol struck him Mr. Reek had his right hand to his head, and to this alone is attributed the fact that he is not now totally blind. As it was he suffered badly enough, his forehead, and the upper part of the right side of his face, as well as the right arm being severely burnt. Mr. Reek, who saw no one about, at once hurried to the Naval Hospital, where it was found that the injuries were not serious, the burns being chiefly on the side of the face. The left side of the face is practically untouched, owing to the circumstance that the right side of Mr. Reek's head and body was facing the Praya wall, the direction from which the vitriol was thrown. From the Naval Hospital Mr. Reek was taken home, where he is now being attended to.

No motive is known for the crime, and this has to be as certained in evidence. Mr. Reek says he has an impression of seeing a hand suddenly appear over the parapet, causing him instinctively to throw up his arm to guard his head. This statement seemed to indicate, therefore, that the vitriol came from one of the many native boats moored alongside the Praya wall.

We are pleased to report that two men have arrested in connection with this affair. Chinese Detective No. 312, who has been prominent in bringing about not a few arrests of late, made enquiries, and as a result he arrested two men last night.

These two, Yeung Kun, coolie of 18 Hing Shing Street, and Lo Tsoi, street coolie, of Jardine's Bazaar, have been charged before Mr. Hazeland this morning at the Magistracy with throwing a corrosive fluid upon the complainant, with intent to burn.

Mr. Hays appeared for the second defendant and the case was remanded.

One of the defendants has practically admitted to having committed the crime and an example should be made of him.

THE CRISIS IN THE NORTH.

SHANGHAI.

(From Shanghai papers to 11th instant.)

Defiance.

Dispatches from Lanchou, capital of Kansu, to hand on Saturday, all declare that Prince Tuan, Tung Fu-hsiang, and other culprits now in Ningshia will resist any attempt of the Government to arrest them and that Tung Fu-hsiang has a force of 20,000 well-armed Kansu veterans under his banners and about 10,000 Mongols under Prince Tuan to back their defiance. A special Imperial Commissioner is expected to arrive at Lanchou from Hsian by the 14th inst., en route to Ninghsia, ostensibly to formally read out to the guilty officials the Emperor's edict regarding themselves and to exhort them to obey the Imperial sentence. The real purpose of the visit to Ninghsia, however, is pregnant with grave possibilities.

The Great Intriguer.

A well-known protégé of Yung Lu who has come down South from Hsian is reported to have received dispatches from Hsian accusing his patron of having joined those who are opposed to the return of the Emperor and Empress Dowager to Peking and using the weight of his influence with the Empress Dowager in that direction. As usual of course, Yung Liu is very deep and unfathomable to outsiders but he unbends himself sometimes and opens his mouth to his confidential friends and protégés, and then something becomes known as to what he (Yung Lu) has been doing just before. Naturally Lu Ch'uanlin is also opposed to the return to Peking and there is considerable doubt and hesitation just now just in Hsian.

The Yuen-Han Railway.

Work on the Canton-Hankow Railway, says the *Supao*, will be commenced some time in June next. H.E. Sheng will leave Shanghai for Wuchang in April for a conference with Viceroy Chang Chih-tung, to arrange everything for the new line. It is also stated from Hankow that the continuation of the laying of the railroad bed between Hankow and Wusheng-kuan of the Lu-Han Railway will commence to-day (11th instant).

A List of Guilty Officials.

The following names are said to have been handed over to the Chinese Government for various degrees of punishment by the Powers:—Wang Pei-yu, ex-Governor of Peking and Boxer organiser; Ho Nai-ying, successor to above as Governor of Peking (July) and now a Vice-President of the Board of Rites; Yü Lien-san, Governor of Hunan, for the Hêngchou atrocities; Liu Sha-tang, ex-Governor of Chêkiang, for the Chüchou Massacre; Pao Tsu-lin, ex-Taotai of Chüchou; Yü, Brigadier-General of Chüchou, now deceased; Chou, Captain of Chüchou; Hsi Liang, Governor of Shansi; Yang Chung-yi, a protégé of Yung Lu; and Lung Wên, Taotai, and Tê prefect of Hêngchou, Hunan, directly concerned in bringing about the destruction of churches and the murder of two missionaries in that prefecture.

The Indemnities.

The *Hu Pao* states that the Powers will exact 2 million pounds yearly from China in payment of indemnities. The Grain Transport, the Salt Gabelle and likin to be entirely managed by foreigners with a view to security for payment. The whole sum, principal and interest, must be paid within 50 years. It is thought the total will reach 700 millions. The same authority says that Li Hung-chang has received a telegram from Shengchang to the effect that all the Arsenals in Shengching have been already destroyed in accordance with the terms of the recent treaty entered into with Russia in regard to the eastern provinces.

Anxious Care for Telegraph Poles.

Last year in Kiangsi province evil men scattered evil rumours, the consequence of which was missionary cases and "much destruction of telegraph poles and wires. H. E. Sheng, Director General of Telegraphs, of course, heard of it and set the machinery in motion which resulted in a special decree for the future protection of the poles and wires. Those who hide the plunder will be beaten 60 blows and banished for one year. Those who steal will be branded with the three characters "stealing official property." The proclamation also points out that the telegraph is of such great use to government and merchants that the sin of destroying it is all the more unpardonable. But is not a man of more value than a telegraph pole? We shall expect the like care for Chinese subjects who are persecuted for righteousness' sake.

The Question of Reforms.

The *Su Pao* reports that chief among the Reforms meditated by the Court comes the establishment of Schools. It has also heard that Liu K'unyi's memorial in answer to the Court's request for suggestions of reform emphasises schools, changes in the M. A. examinations, Mines and Likin. The Governor-General has also telegraphed to the Chinese Minister at Tokio asking for all the light which Japanese Reforms may give China in her hour of need. Another matter of urgency is what to do with the vast crowd of unemployed officials. Successive Governors of provinces have frequently memorialized the Throne asking that some check be put on the increase of Expectant officials, for whom there is no chance of ever getting office owing to the limited number of posts open. A President of a Board named Sun has recently memorialized the Emperor on this subject calling for radical changes. The Emperor is reported to have been delighted with the Memorial and forthwith sent to all the high provincial authorities to ask their advice upon it.

THE EXECUTION IN PEKING.

PEKING, February 26th.

At 3.30 to-day, the 26th of February, Chi Hsiu and Hsü-Ch'ing-yü suffered the extreme penalty of the law, by decapitation.

By 10 a.m., an enormous crowd of both Chinese and foreigners, had assembled on the execution ground—the main E. and W. street of the Chinese city. By noon, the roofs of the houses and the whole street were crowded with spectators. All nations, ranks, and classes were represented. By 2.50 the officials from the Board of Punishments arrived on the scene. A short time after, Japanese Infantry led out the condemned men. They sat in carts guarded by Japanese. Dismounting from the carts, the prisoners were formally committed to the hands of the executioners who led their victims, first the one and then the other, on to their doom. Small mats were spread on the dusty street and on one was a piece of red felt, on the other a black cushion. The criminals looked very pale and leaned hard on their supporters, who led them to the beheading mat. Each seemed to fall as if paralysed and helpless. A notorious-looking scoundrel stood at the end of the mat, clad in warm clothes with a yellow, blood-bespattered apron. He hitched the noose of his rope on to the neck of the criminal and as he pulled upward and forward the executioner let fall his blade. At one stroke the head fell and the doomed man was dead. It was a ghastly spectacle. Only the awfulness of the crimes committed could ever justify such a sanguinary scene.

PUNISHMENTS TO LEADING OFFICIALS.

Perpetual Banishment:—Tuan Wang (Prince); Lan Kung, Duke.

Ordered to commit suicide:—Chuang Wang (Prince); Ying Nien; Chao Hsüeh-tiao.

Committed Suicide:—Hsü T'ung; Li Ping-hêng.

Beheaded:—Yü Hsien, in Hsian; Ch'i Hsiu and Hsü Ch'ing-yü, in Peking.

Died:—Kang Yi.

Scot-free:—General Tung Fu-hsiang.

These are the original twelve whose death was demanded. Of only two—beheaded in Peking—is there any certainty or assured evidence.—*N. C. D. News Cor.*

THE GERMAN COLONY IN CHINA.

In an interesting letter from Tsintau (Kiautschou) to the Editor of the *Malay Mail*, Mr. H. Huttenbach writes:—

"I tried hard to get on to Tientsin and Peking (from Chefoo) but all along the coast there is now about 40 miles of ice and it is impossible to get ashore—at least not for another 8 or 14 days—and I cannot afford to waste my time and the few dollars I possess.

There is no chance either of getting anything to do when one does get up there, judging from the reports I hear. People simply laugh at the idea of anybody being so foolish as to think of joining the Forces as a volunteer.

I am therefore paying a short visit to this German colony but without presenting my letters of introduction to the Government. I am greatly struck with Tsintau. It is a fairly good harbour and the Germans have not been idle during the few years they have settled here. There is a fine landing pier built of rock on which runs a Decauville railway. The town is laid out on a fine large scale with broad streets along which run 20 ft. broad pavements on both sides. The town is lit with electric light.

The buildings are very imposing and would do credit to any capital in Europe, and with German soldiers and officials moving about everywhere it is very difficult to imagine that this is China. There is absolutely nothing Chinese about the town. The hotel I am staying in would be a credit to any European town of importance.

Everywhere there are signs of rapid progress. Houses are in course of erection all over the place, and the Government is spending about 8,000,000 (? dollars) this year on harbour works alone. A big harbour is being made in Kiautschou bay and when finished in three or four years will eclipse all other harbours in the Far East. It will be about ten miles away from the present harbour—Tsintau.

It is a highly gratifying feeling to land as a German on German territory in far away China and to see our national flag waving so far from home as a sign of German power, also to feel that the days have gone by when Germany—as a nation—had to take a back seat. It is a gratifying feeling to know that one belongs to a great and powerful nation.

You English have always had that feeling, but we Germans remember very well when we were only Hessians, Prussians, Bavarians, etc., when the rest of the world could treat us as it liked.

Of course we have much to learn from the English in every way, but what I have seen so far of our young German Colony has pleased me much, and I think as a nation we need not be ashamed of what we have done here during

NAVAL EXPENDITURE.

A COMPARISON.

A Board of Trade return recently issued shows the aggregate naval expenditure of the nations, their revenue, their tonnage of mercantile marine, their imports, and other cognate matters. The document thus indicates the cost of the world's navies relative to the interests they are designed to protect. The figures quoted are mainly from the year 1899, although it is pointed out that uncertainty exists as to whether the sum voted is actually spent within the period indicated. Here are the figures relating to the principal countries:—

	Naval Expenditure £	Revenue £	Marine. Tons.	Mrchtle Sea Imports. £	Sea Exports. £
United States	8,810,912	127,288,000	846,246	158,745,000	256,723,000
Italy	4,617,034	70,181,000	815,162	42,187,000	30,118,000
Japan	5,076,394	23,017,000	648,324	34,749,000	27,138,000
France	13,796,033	142,021,000	957,750	175,343,000	153,425,000
Germany	6,672,788	76,399,000	1,659,552	306,387,000	233,695,000
Russia	8,306,500	165,905,000	554,141	34,029,000	50,401,000
U. Kingdom	26,145,599	119,839,905	9,164,342	539,597,069	365,025,842

THE SOUTH AFRICAN HOSPITAL SCANDAL.

The Report of the South African Hospitals Commission is a signal triumph for Mr. Burdett-Coutts. Evidently he does not regard it in that light, but we think he would be better advised to "let well alone." With all its manifest desire to gloss over matters, and to let the R.A.M.C. down gently, with all its lavish praise of men who have done their duty in a not altogether satisfactory manner, the Commission finds in effect that Mr. Burdett-Coutts' sensational charges were, if a trifle over-coloured, well founded. That there should be even a grain of truth in Mr. Burdett-Coutts' statements must be such a staggering blow to Mr. Balfour and other thick-and-thin adherents of the policy of "grab and muddle," that we willingly leave them to stew in their own juice. . . . . We have been told times without number that Mr. Burdett-Coutts' statements were grossly exaggerated, that he was unpatriotic, that the sick and wounded were never so well looked after, &c. What does the Commission say? That our sick and wounded were not properly cared for! . . . . The richest country in the world, a hundred millions given for the asking, and our men, "broke in the wars," worse off than a pauper patient.

Who was responsible for this awful, this heart-breaking state of affairs? The Commission states that the R.A.M.C. officers were not. We believe it, and we will grant that these officers did their best. What was the precise value of that best we will not touch on here. For the gross deficiencies of staff and equipment the War Office, which had consistently ignored representations from the principal medical officers for an increase of *personnel* and equipment, was solely and wholly responsible. When one thinks of the anguish of sick and sorely wounded men, anguish caused not by the gnawing of disease, or the agony of wounds, but by the want of common necessaries, by the jolting of the antiquated ambulance waggons, one longs for a whip of scorpions to lash the hides of the tape-bound, well-fed bureaucrats of the War Office. But it is better to be calm. No burning words, no burst of rhetoric could be half so impressive as the plain, deadly fact that, "The deficiency of hospital utensils was scandalous and chronic, and the ambulance waggons were "heavy, very jolty, and uncomfortable." It is more than enough to make one's blood boil. But mark the War Office explanation. "As improvements are often made in various articles, it is not wise to keep a large stock of them." The idea of the War Office officials waiting breathlessly for the latest improvements is inexpressibly funny. We know the War Office idea of an improvement. A button removed from the cuff to the tail of a coat, or the substitution of "Fonn Fours" for "Fours" is about the limit of its improving capacity.—*Review of the Week.*

THE PEOPLE OF CHINA.

Professor R. K. Douglas on 6th ulto. delivered at the Royal Institution the second of a course of his lectures on "The Government and People of China." In his first lecture he dealt with the people of China.

He touced first on their national characteristics, their virtues, and their vices. From a Western point of view the Chinese behaved often in a most unnatural and inhuman manner. Thus it was mentioned that a Chinaman being too poor to support both his mother and his child buried the former, and satisfied his conscience, by placing gold in the coffin. Their leading characteristics might described as a love of peace, industry, and filial piety. The last named was carried to such an extent that cases had been known in which an elderly man dressed up in child's clothes, and disported himself as a child before his aged parents, to make them think themselves younger than they really were. It was worthy of note that when the present Dowager-Empress attained her sixtieth birthday the Emperor assumed childish garments and went through a similar mimicry before her. A prevailing characteristic of the people of China was their want of truthfulness. Although their literature was full of injunctions to be truthful, those injunctions had but little effect in practice. Thefts, also, were too common to attract any notice, and even in the popular sayings stealing was not regarded as anything out of the way. Chinese merchants were, however, absolutely trustworthy, and the mercantile community very rarely broke faith with their clients. The explanation of this was probably that the merchants of China, like the merchants of Persia, had discovered that honesty was the best policy. The lecturer next dealt with the trades of the Chinese, pointing out their skill in the manufacture of porcelain, silk, &c., and in working in gold, silver, and bronze. The doctors, with rare exceptions, were mere charlatans, and the readiness with which patients made for the foreign hospitals showed that the superiority of Western methods was largely recognised. Professor Douglas before closing briefly referred to the literature of the country

NAVAL MATTERS.

Our Mediterranean Fleet, already overshadowed by the French and Russian squadrons, is to be weakened by the withdrawal of two of the most modern battleships—the *Ocean* and the *Canopus*, both sent to the Far East, and their places will be filled by the venerable *Hood*, and the *Implacable*, when ready, six months hence. Yet, we doubt not, says the *Outlook* of the 9th ult., the Lords of the Admiralty will come before Parliament next week and bewail the fact that they have been unable to spend the money voted. Last August the *Formidable* was to have been ready for her trials in a month; in September she was again to be ready in a month; to-day she is still to be ready in a month. The *Spartiate* commenced her trials in November, and broke down. She was allowed six weeks to prepare for another run; the six weeks were extended to three months; the date now given is next September: she will then have been six years in hand, and even then there is the risk of her trials being again a failure. The *London*, a 15,000-ton battleship, is in even worse case. The shell floats, but nobody works on her, and at the present rate she will never be completed at all. The whole of the blame will be thrown upon the contractors; and we wonder how much longer Parliament will meekly submit to be hoodwinked by this petty excuse. Contractors employing thousands of hands have been crushed by Admiralty methods; still what the country demands is not an excuse but the completion of the deal. The country voted money for ships; the ships are not built. The country has to deal only with the principals to the bargain, and they have failed year after year. And the failure must continue so long as the heads of departments are selected in the present haphazard way—either because they have distinguished themselves in paths entirely foreign to their present duties, or because their selection for the posts they now hold enables them to remain on full pay until a vacancy occurs for which they are by habit, training, and experience, suited.

CHINA AND THE WEST.

Mr. Henry Tipper read a paper before the Institute of Bankers on 6th ulto., entitled "China and the West; with special reference to British interests."

The lecturer briefly sketched the rise of modern States since the renaissance, showing first how nationalism has been accentuated through the struggle for supremacy, the present stages of the struggle resulting in Imperialism. In this light he regarded the meeting of China and the West as of much significance. This progression eastwards was a factor in historical evolution for the ultimate purpose of a world-civilisation, in which eventually the East should contribute its due proportion. Economic pressure was now being brought to bear upon China as the "focal point of international polities" by various nations, who, as aspirants for world powers, imagined they would find there the largest scope for their activities and the logical development of their fiscal policies. Briefly alluding to the geographical position of China and her natural resources, he divided Western intercourse into three principal records: —(1) The period of adventure and trading companies, ceasing with the monopoly accorded to the East India Company in 1834. (2) From the treaty of Nanking, 1842, until the signing of the treaty of Shimonoseki 1895, in which political, as differentiated from purely commercial interests may be distinguished. (3) The recent period, termed by Mr. Tipper the period of concessions, having for their object the attainment of monopolies, both as regards the wealth of the territories to be exploited and the supply of material, plant, and loanable capital to carry on the various enterprises so rapidly projected. He then showed how, after numerous concessions, having their origin in political considerations, had been granted to Germany, France, and Russia, Great Britain was compelled, in order to preserve the balance of power, to forego her intention of seeking no further territorial advantages there. Passing to the various railway and mining concessions, their importance, tapping, as they do, the rich agricultural and mining areas of the Empire, he thought that in this direction British interests had not suffered. Finally, in reviewing international policies for the last few decades, he thought that so far as the British Empire is concerned, there is a necessity for concentration primarily for the benefit of the various members of the Empire. The Yangtsze Valley was of vital importance to Great Britain and to that Greater Britain which was now fast becoming a concrete fact, and he contended that in this respect we had duties of trusteeship which could not be disregarded, as this region in the future would become of much importance to Canada and Australia, while to India its preservation from hostile influence was of the first necessity.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.17	30.08
Temperature	65	65
Humidity	88	89
Rainfall	0.01	—

TO-DAY.

Friday, 15th March, 1901.

Chinese—*25th of 1st moon of 27th year of Kwang-su.*

Sun—*Rises* ..... *6hr. 10min.*
Sets ..... *6hr. 8min.*
High water—*Morning* ..... *8hr. 23min.*
Afternoon ..... *5hr. 30min.*
Low water—*Morning* ..... *0hr. 51min.*
Morning ..... *10hr. 16min.*

ANNIVERSARIES.

1849—Cardinal Mezzofanti died.
1865—Governor Sir H. Robinson left Hongkong for Ceylon.
1898—Sir Henry Bessemer died.
1899—Italian demand finally refused by China.
1899—Great Central Railway (England) open for traffic.
1900—Departure of Cronje and rest of Boer prisoners for St. Helena.

TO-MORROW.

Saturday, 16th March, 1901.

Chinese—*26th of 1st moon of 27th year of Kwang-sü.*

Sun—*Rises* ..... *6hr. 10min.*
Sets ..... *6hr. 9min.*
High water—*Morning* ..... *8hr. 18min.*
Afternoon ..... *6hr. 36min.*
Low water—*Morning* ..... *1hr. 28min.*

ANNIVERSARIES.

1521—Magellan reached the Ladrone Islands.
1841—Fatee and Dutch Folly forts captured.
1861—Duchess of Kent, Queen Victoria's mother, died.
1866—Chinese Envoy Ping and suite left Shanghai for Europe.
1876—H.M. the Queen created Empress of India.
1881—Cremation of the late Queen of Siam at Bangkok.

AGENDA.

TO-DAY.

9 p.m.—The Dallas Company at the Theatre Royal.
Cargo ex *Catherine Apcar* subject to rent.

TO-MORROW.

N. D. L. steamer *Nuentung* leaves for German Colonial and Australian Ports.
Noon—P. & O. S. N. steamer *Bengal* with Mails etc. leaves for London.
(About)—P. & O. S. N. Co.'s steamer *Chusan* leaves for Shanghai.
2 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.
5 p.m.—Shire Line steamer *Radnorshire* leaves for Nagasaki.
5.30 p.m.—A Regular Meeting of the Perseverance Lodge at the Freemason's Hall.

SUNDAY, 17th.

St. Patrick's Day.

Daylight—O. S. K. steamer *Daijin Maru* leaves for Coast Ports
Daylight—D. & Co.'s steamer *Haitan* leaves for Coast Ports.
Daylight—D. & Co.'s steamer *Formosa* leaves for Coast Ports.

TUESDAY, 19th.

Noon—An Extraordinary General Meeting of the Shareholders of the Union Insurance Society of Canton Ld., at their office.
3 p.m.—D. S. S. & Co.'s steamer *Catherine Apcar* leaves for Singapore Penang & Calcutta.

WEDNESDAY, 20th.

Noon—N. D. L. Co.'s steamer *Bayern* with Mails etc. leaves for Southampton.
Cargo ex *Radnorshire* subject to rent.

THURSDAY, 21st.

Noon—A. L. S. N. Co's steamer *Melpomene* leaves for Shanghai.
Noon—Austrian Lloyd's steamer *Trieste* leaves for Yokohama and Kobe.
2 p.m.—Royal Artillery Sports at the Happy Valley.
4 p.m.—I. C. S N. steamer *Loongsang* leaves for Manila.
Cargo ex *Hakata Maru* subject to rent.

FRIDAY, 22nd.

Daylight—N. Y. K. steamer *Bingo Maru* leaves for Marseilles, London and Antwerp via Singapore etc.
Noon—N. Y. K. steamer *Yawata Maru* leaves for Japanese Ports.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian *(Empress of China)* 18th instant.
German *(König Albert)* 19th instant.
German *(Bayern)* 19th instant.
Indian *(Suisang)* 20th instant.
American *(Nippon Maru)* 20th instant.
Canadian *(Tartar)* 28th instant.
Canadian *(Athenian)* 1st prox.

* * *

The Austrian Lloyd's S. N. Co.'s steamer *China*, left Moji for this port last night the 14th inst.

* * *

The O. S. S. Co.'s steamer *Ajax*, left Singapore at noon yesterday, the 14th inst., and is due in Hongkong on Tuesday, the 19th inst.

* * *

The Glen Line steamer *Glengyle*, from Midlesbro' and London left Singapore to-day, the 15th inst., and is due here on Thursday, the 21st inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hertha*	at	Kowloon	Dock.
U.S.S. *Isla de Luzon*	"	"	"
U.S.S. *Bennington*	"	"	"
U.S.S. *Yorktown*	"	"	"
H.M.S. *Centurion*	"	"	"
Glenogle	"	"	"
China	"	"	"
Hainan	"	"	"
Chingtu	"	"	"
Lekin	"	"	"
Haitan	"	"	"
U.S.S. *Concord*	"	Cosmopolitan	"
Honam	"	"	"
Nuentung	"	"	"

* * *

PASSED THE CANAL.

Outward—1st March—*Awa Maru, Benledi, Saxonia, Kobe.* 5th March—*Strathord, Denbighshire, Cymbeline, Ferndene, Grosmont, Thyra.* 8th March—*Dagfred, Sheikh, Teresa.* 12th March—*Obi, Arnold, Luyken, Irene.*

Homeward—12th March—*Marie Valerie, Java, Polarstjernen.*

Arrivals at Home—2nd March—*Sachem, Wakasa Maru, Strassburg.* 6th March—*Saranac, Achilles, Norderney, Rhipeus, Valdivia.* 9th March—*Hamburg.* 13th March—*Laos, Verona.*

Shipping.

ARRIVALS.

GLENFALLOCH, British steamer, 1,440, Fripp, 14th Mar.,—Penang and Singapore 9th Mar., General.—Joo Teck Seng.

FORMOSA, British steamer, 674, A. E. Hodgins, 15th Mar.,—Tamsui 12th Mar., Amoy 13th, and Swatow 14th, General.—Douglas, Lapraik & Co.

WHAMPOA, British steamer, 1,109, H. E. Laver, 15th Mar.,—Shanghai 11th Mar., General.—Butterfield & Swire.

TANTALUS, British steamer, 2,291, T. Gregory, 15th Mar.,—Liverpool via Singapore 9th Mar., General.—Butterfield & Swire.

FUSHUN, British steamer, 1,500, W. H. Lunt, 15th Mar.,—Canton 15th Mar., General.—C. M. S. N. Co.

JACOB DIEDERICHSEN, German steamer, 623, Hansen, 15th Mar.,—Haiphong 9th Mar., and Hoihow 12th, Rice.—Jebsen & Co.

DR. HANS JERG KIER, Norwegian steamer, Larsen, 15th Mar.,—Singapore 13th Feb., and Samarang 12th Mar., Coal.—Master.

VICTORIA Swedish steamer, 2,000, J. A. Hillberg, 15th Mar.,—Iloilo 10th Mar., Sugar. Kwong Fat & Co.

LIZARD, British gunboat, 715, J. C. Watson, 15th Mar.,—Canton 15th Mar.

CHUSAN, British steamer, 2,852, C. L. Daniel, 15th Mar.,—Bombay and Singapore 10th Mar. Mails and General.—P. & O. S. N.

Clearances at the Harbour Office.

Elsa, German str., for Canton.
La Rhone, French str., for Canton.
Wo K'wai, British steam-launch, for Wuchow.
Hakata Maru, Japanese str., for Nagasaki.
Whampoa, British str., for Canton.
P. C. C. Klao, British str., for Bangkok.
Pathan, British str., for Moji.
Hailoong, British str., for Haiphong.
Telartos, German str., for Saigon.

Departures.

Mar. 15, *Thales*, British str., for Swatow.
Mar. 15, *Chingtu*, British str., for North.
Mar. 15, *Australian*, British str., for Shanghai.
Mar. 15, *Vale of Doon*, British bark, for Rejang.
Mar. 15, *Chunshan*, British str., for Swatow.
Mar. 15, *Ratko*, Brit. str., for Diamond Island.
Mar. 15, *Hakata Maru*, Jap. str., for Japan.
Mar. 15, *Whampoa*, British str., for Canton.

Passengers—Arrived.

Per *Formosa*, from Coast Ports—Rev. Pitcher, Messrs. Milward, Tong Ki Wing, and 103 Chinese.

Per *Whampoa*, from Shanghai—4 Chinese.

Departed.

Per *Hakata Maru*, for Japan—Messrs. Fukagawa, S. Yoshimite, Brown, Why Choon, W. Watanabe, W. Ebbetts, T. Ellerton, Luies, Matsuyama, Imai, Dr. Y. Watanabe, Mr. and Mrs. Ebbetts, Miss Campbell and 19 Steerage.

To Depart.

Per *Bengal*, from Shanghai for London—Mr. A. W. Pritchard, Major Maclurcan, Private T. Randall, Lieut. Sharp, R.N., Mrs. Gye, daughter and infant. For Marseilles—Mr. J. Smith. For Bombay—Col. Shone and Capt. Willoughby. From Hongkong for London—Mr. and Miss Oakley, Lieut. and Comdr. Farie, R.N., Capt. F. L. H. Strong, R.M.L.I., Lieut. John F. Luttrell, R.N., Mr. Jas. Perin, R.N., Capt. Swann, A.O.D., Messrs. Joseph Green, R.N., J. E. Stewart, Chas. White, R.N., Miss Stewart, Messrs. W. Whyte, T. Robinson, and Private Jas. Wright, R.M.L.I. For Brindisi—Mr. and Mrs. H. O'Connor. For Marseilles—Mr. Allen Stewart. For Port Said—Mrs. and Miss Orloff, and Mr. Basilewsky. For Bombay—Mr. D. M. Langarana. For Singapore—Mr. P. C. Denroche.

SHIPPING REPORTS.

Capt. H. E. Laver, of the steamship *Whampoa*, from Shanghai, reports:—Moderate to fresh, following winds and sea. On the 14th inst., passed H.M.S. *Britomart*, and *Carthage* (hospital ship), bound North, off Pedro Blanco.

Capt. A. E. Hodgins, of the steamship *Formosa*, from Tamsui, Amoy and Swatow, reports:—Tamsui to Swatow strong monsoon and cloudy, from Swatow moderate breeze, cloudy or hazy. Vessels in Amoy:—*Charterhouse* and *Benlarig*. In Swatow:—*Singan, Shansi, Tientsin, Loosok, Macedonia* and *Kweilin*.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Melpomene	Singapore	Mar. 17th
Empress of China	Shanghai	Mar. 18th
Konig Albert	Singapore	Mar. 19th
Bayern	Japan	Mar. 19th
Serbia	Singapore	Mar. 19th
Ajax	Singapore	Mar. 19th
China	Moji	Mar. 19th
Nippon Maru	Japan	Mar. 20th
Suisang	Singapore	Mar. 20th
Trieste	Singapore	Mar. 20th
Yamaguchi Maru	Singapore	Mar. 22nd
Tartar	Vancouver	Mar. 28th
Athenian	Vancouver	April 1st

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Agamemnon	London	April 30th
Akashi Maru	Swatow, &c.	Mar. 20th
America Maru	San Francisco, &c.	April 23rd
Anping Maru	Foochow	Mar. 27th
Bamberg	Havre, &c.	April 8th
Banca	Marseilles, &c.	Mar. 21st
Bayern	Straits, &c.	Mar. 20th
Bengal	Europe, &c.	Mar. 16th
Bingo Maru	Marseilles, &c.	Mar. 22nd
Canton	Shanghai, &c.	Mar. 27th
Catherine Apcar	Singapore, &c.	Mar. 19th
China	Singapore, &c.	Mar. 19th
China	San Francisco, &c.	May 25th
Chusan	Shanghai	Mar. 16th
City of Peking	San Francisco, &c.	April 30th
Clavering	Victoria, B.C.	April 12th
Coptic	San Francisco, &c.	April 13th
Deucalion	London	Mar. 19th
Daijin Maru	Tamsui	Mar. 17th
Diamante	Manila	Mar. 16th
Doric	San Francisco, &c.	Mar. 19th
Emp. China	Vancouver, &c.	April 3rd
Emp. India		April 24th
Emp. Japan		May 15th
Formosa	Amoy & Tamsui	Mar. 17th
Freiburg	Havre, &c.	Mar. 18th
Gaelic	San Francisco, &c.	May 7th
Glenogle	Victoria, B.C.	April 1st
Gymeric	New York	Ok. desp.
Haitan	Swatow, &c.	Mar. 17th
Hamburg	Straits, &c.	June 13th
Hongkong Maru	San Francisco, &c.	May 16th
Idomeneus	London	April 16th
Kiautschou	Straits, &c.	July 11th
König Albert	Straits, &c.	April 17th
Loongsang	Manila	Mar. 21st
Marburg	Havre, &c.	Mar. 27th
Mazagon	Bombay, &c.	Mar. 26th
Melpomene	Shanghai	Mar. 18th
Nippon Maru	San Francisco, &c.	Mar. 28th
Nuentung	German Colonial	Mar. 16th
Olympia	Victoria, B.C.	April 26th
Pakhoi	Shanghai	Mar. 18th
Patroclus	Liverpool	Mar. 16th
Plassy	Marseilles, &c.	Mar. 30th
Preussen	Straits, &c.	May 29th
Prinz Heinrich	Straits, &c.	May 15th
Princess Irene	Straits, &c.	May 1st
Queen Adelaide	Victoria, B.C.	Mar. 29th
Radnorshire	Nagasaki	Mar. 16th
Rosetta Maru	Sydney, &c.	Mar. 29th
Sachsen	Straits, &c.	June 27th
Savoia	Havre, &c.	April 4th
Sibiria	Havre, &c.	April 15th
Sobraon	Marseilles, &c.	April 27th
Stentor	London	April 2nd
Strathgyle	San Diego, &c.	Mar. 30th
Stuttgart	Straits, &c.	April 3rd
Taiyuan	Port Darwin, &c.	April 9th
Tantalus	Liverpool	April 15th
Tosa Maru	Victoria, B.C.	Mar. 16th
Trieste	Yokohama & Kobe	Mar. 21st
Yamaguchi Maru	Moji, &c.	Mar. 26th
Yawata Maru	Japan	Mar. 22nd

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Tosa Maru* ..... S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TO-MORROW, 16th Mar., at 4 P.M.
Bingo Maru ..... F. Davies	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
Yawata Maru ..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
Yamaguchi Maru..... T. Murai.....	MOJI, KOBE and YOKOHAMA...	TUESDAY, 26th Mar., at Noon.
Rosetta Maru ..... W. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th March, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
FREIBURG ..... Proesch	HAVRE, BREMEN and HAMBURG, (LONDON with transhipment in HAMBURG)	About 18th March.	Freight.
MARBURG ..... v. Binzer	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 27th March.	Freight.
SAVOIA* ..... Behrens	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 4th April.	Freight and Passage.
BAMBERG ..... Jacobs	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 8th April.	Freight.
SIBIRIA*	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th April.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th April, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

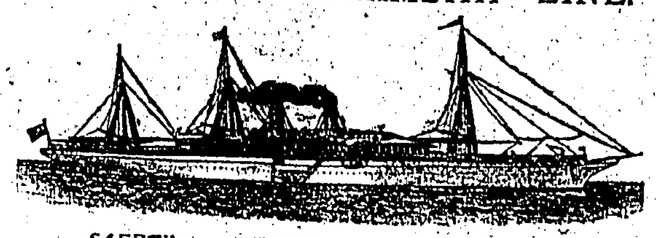
Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 3rd April.
EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th March, 1901. [3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 15th March, 1901 [5

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 13th April, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide.	2,832	F. McNair...	Mar. 29
Glenogle	3,750	W. Frakes...	April 1
Clavering	3,328	J. R. Rae ...	April 12
Olympia	2,837	J. Truebridge	April 26

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route,

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 9th March, 1901. [4

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Strathgyle	5,023	Saturday	Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 20th February, 1901 [184c

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during the [illegible]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MOJI, KOBE and YOKOHAMA	"TAIYUAN" ..... (At Quarry Bay).	17th instant.
SHANGHAI	"PAKHOI"	18th instant.
MANILA	"TAIYUAN"	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th March, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"AJAX"	19th instant.
"	"PYRRHUS"	2nd April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"DEUCALION".....	19th instant.
"	"STENTOR"	2nd April.
"	"IDOMENEUS"	16th April.
"	"AGAMEMNON".....	30th April.
LIVERPOOL (DIRECT).....	"PATROCLUS"	16th instant.
(Taking Cargo at LONDON RATES).	"TANTALUS"	15th April.

S.S. "TANTALUS" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI and JAPAN, TO-MORROW, the 16th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 15th March, 1901. [12

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th March, 1901. [327c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 14th March, 1901. [328c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 11th March, 1901. [226c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will leave for the above place, on MONDAY, the 18th instant, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 13th March, 1901. [319c

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Olifent, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 14th March, 1901. [315c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Leva, will be despatched as above on TUESDAY, the 19th instant, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 5th March, 1901. [196c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th March, 1901. [295c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will leave for the above places, on THURSDAY, the 21st instant, at Noon.

For Freight or Passage, apply to
SANDER, WIELER & Co.,

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched as above, TO-MORROW, the 16th instant, at 2 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 14th March, 1901. [314c

"SHIRE" LINE.

FOR NAGASAKI.

THE Steamship

"RADNORSHIRE,"

Captain Burch, will be despatched for the above Port, TO-MORROW, the 16th instant, at 5 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th March, 1901. [326c

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

(Calling at SWATOW, YAP, FRIEDRICH-WILHELMSHAFEN, FINSCHHAFEN, HERBERTSHÖHE, TOWNSVILLE, BRISBANE & SYDNEY).

Taking Cargo at through Rates to SAIPAN, PONAPE, MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANNI, DUNEDIN and HOBART.

THE Company's Steamship

"NUENTUNG,"

Captain Gosewisch, will be despatched for the above Ports, TO-MORROW, the 16th instant, instead of as previously advertised.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 11th March, 1901. [306c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on THURSDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th March, 1901. [324c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th March, 1901. [321c

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
With Liberty to call at MANILA.

THE Steamship

"GYMERIC,"

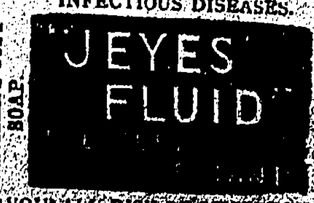
will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERNDENE" & "LOWTHER CASTLE."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th March, 1901. [4

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY

THE SULTAN OF JOHORE AND THE LATE QUEEN.

H.E. the Sultan of Johore was represented at Windsor on the occasion of the Queen's funeral by the Dato Sir Amar d'Rajah, Abdul Rahiman, C.M.G., State Secretary and Vice-President of the State Council of Johore. Sir Robert G.W. Herbert, G.C.B., Chairman of the Johore Advisory Board, sent to Windsor, on behalf of His Highness the Sultan, a magnificent wreath of heather and orchids, with the Royal yellow ribbon, bearing the inscription, "With regret and respectful condolence, from the Sultan of Johore."—*Straits Times*.

BY THE MAIL.

(From Home Papers.)

Economic Future of Japan.

At the London Institution on 4th ulto., Mr. Arthur Diosy delivered a lecture on "The Economic Future of Japan."

The lecturer said he thought there was a great future for Japanese tea, if only the prejudices of those who now controlled the tea markets could be overcome; the silk trade of the Japanese Empire was capable of even greater development than now, while the copper produced from her mines was the finest in the world. At the Ashiwo mines the very latest appliances were used. The developments of electrical science were far greater in Japan than in England, and our trade was suffering from the keen competition of Germany and America, and from the fact that we would persist in adopting as our measures our antiquated systems of avoirdupois and troy weight. The simplicity of the decimal system, which appealed to the Japanese mind, drew from us a good deal of trade. He spoke of the marvellous developments of the cotton industry of Japan, and said when the canal across the American Continent was made it would develop still further. Japan would find much of the field for her commerce in China. What she needed was capital, which was shy under the existing laws. The Japanese had an enormous market at their very doors in China—important now, but one which would be 50 or 100 times more important before this century closed. This explained the present attitude of Japan towards China. The other Powers wanted to settle the Chinese matter as quickly as possible by some sort of patched-up compromise, but that would not suit the Japanese, who wanted real order there—a peace that was likely to last—in order to commence the task that was marked out for them by destiny of being the regenerators of China. In China they would find a market for their goods until China was able to manufacture for herself, and that was quite long enough time to look forward to. The lecturer expressed his firm belief that one day Japan would become the great carrying nation of the Far East, making one more point of resemblance between the Britain of the East and the Britain of the West.

Belleville Boilers.

Our publication, yesterday, says the *Pall Mall Gazette* of the 7th ult., of the report by Admiral Melville, of the Navy Bureau at Washington, condemning the Belleville boiler, is rightly described by the *Daily News* as "a very serious announcement." Certain guarded expressions of that able officer's were enthusiastically quoted last year by the Admiralty as bearing out their utterly rash policy. But it now appears that Admiral Melville, so far from being an enthusiast for the boiler, regards it as the most dangerously intricate machinery conceivable. He agrees, that is, with every capable naval engineer who has ever expressed an opinion on the subject. The *Daily News* grimly suggests that the country must, sooner or later, face a very serious expenditure for reboilering the greater part of the British Navy. That is almost certainly the case. But, in any event, it would be a positive madness for the Admiralty to lay down new battleships, which would have to be built quite out of the ordinary lines if they were to be fitted with the Belleville boiler. That would be throwing good money after bad indeed.

Suggested Conference.

Colonel Sir Gorge Clarke makes the opportune suggestion in the new *Empire Review* that a conference is wanted between the mother-country and the colonies for the joint consideration of defence. It is certainly the case that we should be far securer if our resources could be ascertained and principles of common action laid down. That is sheer foolhardiness, for example, which leaves the ammunition reserves in the colonies to take care of themselves. Another good point made by Sir George is that means should exist for the distribution of intelligence to all the military centres of Empire. He suggests no date for the conference, but an appropriate occasion would surely be the Coronation of the King, when representatives of all parts of the Empire will be present in London. The two Jubilees of the last reign were turned to good account in that way. An opportunity missed now might make all the difference between the advance and the decadence of the Empire.

Nephew and Auntie.

When the Chinese Emperor introduced his reforms, says a new Imperial Decree, "certain ill-disposed persons brought about about mutual hatred between the Emperor and the Empress-Dowager. All this, however, is now exploded" whether by the explosion or other decisive treatment of the ill-disposed persons does not appear. Nephew and auntie, it is added, have come to to recognize their respective faults, all is forgiven and forgotten, and they are now going to live happily ever after for the public good. It is a most touching picture, this of the old lady falling on the young man's neck, not with an axe, but with motherly arms. But perhaps the hug of the Empress Dowager is not quite what most people would fancy if they happened to be her nephews. Nor is it very promising for the interested onlookers.

Mr. Hales and the War Office.

Mr. A. G. Hales, the war correspondent of the *Daily News*, made his first public appearandce as a lecturer on the 7th ulto. at the St. James' Hall. Describing how the Colonials had been deprived of their soft felt hats and supplied with helmets, Mr. Hales said he asked a staff officer "Why?" The reply was that the helmet "made the men look so much smarter." There was the whole crux of the matter. "My opinion," continued Mr. Hales, "after eleven months at the front, is that you have got a long way too many man-milliners at the English War Office."

H.M.S. "Implacable."

H.M.S. *Implacable* is now (Feb., 7th) lying in Devonport Harbour undergoing repairs. She has broken down twice in a fortnight, and will not be able to resume her trials until a week has elapsed.

At her first trial she broke down in consequence of overheating in the port engine. During her second trial she encountered a violent gale, but stood the strain exceedingly well, but in much calmer weather the port low-pressure crank brasses again became overheated.

It is not thought that the defects revealed are radical, and they should be easily remedied.

A NEW VERSION OF "MAUD MULLER."

A London journal quotes approvingly the following version of "Maud Muller," which, it says, "hails from the other side, of course." Printed as prose, it runs thus: "Maud Muller on a summer's day raked the meadow fresh with hay, and the bumblebee and garter snake she also raked with her little rake. And the wind that blew that summer's day brought Maud freckles in a frightful way; and her neck was roasted and her face was baked, but still she raked and raked and raked. It seems that her pap was away that day to some political fol-de-ray, and her mother, too, was a delegate to a hen convention out of the State. And the hired man in his hand-me-down was attending a circus that day in town. So Maud was right alone that day to do the chores and rake the hay. And she pitched right in her level best and only took an occasional rest, then she'd spit on her hands once more and take a better hold on her little rake. But as she wrestled the new-mown grass, these words from her lips did sadly pass: 'Of all sad words of tongue or pen, the saddest are, 'They're gone again.' Busy with other folks' affairs, they've left me here to manage theirs.'"

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ayres, W. R.	Knight
Ath & Co.	Kervan, R. F.
Allison, W. R.	Kfumlsgens, Capt.
Anderson, Miss M.	Luk Cheuk Man
Arnold, H.	Leslie, H.
Brockman	Levick
Bosenberg, W.	Ligertwood E.
Bradburry, G. W.	Lynch, J. A.
Brown, H.	Lawlor, F. B. S.
Bicarhonat, W.	Lanza, L.
Barbey	Leslie, M. K.
Bronson, O. C.	Meissuer, T.
Benn, A.	Mackchnie, W. E.
Bashan, E. H.	McWilliams, Miss
Bales, H. H.	Montilla, B.
Burck	Martinez
Bingham, J. E.	Murdalthal, C. S.
Burns, J.	Mills, Mrs. I.
Braga, Mrs.	Marshall
Boyle, L.	Maclaren, J. W. B.
Burgess, A. E.	McCabe, P. M.
Brown, Miss E.	Munroe, W. C.
Burke E. G.	Murray, D.
Biltian, Mrs.	McNab, J.
Beaumont, Mrs. G.	Mengine, Mrs.
Beatie, Dr. A.	McDonough, T.
Brokenshire, F.	McDonnell, J.
Bel, Gunner J.	Murray, J.
Coke, Dr. G. H.	MacDonald, H.
Colegrove, R.	Manwaring, H. G.
Curren, T. B.	Moon, T.
Calver, Miss	Nicholson, H. J.
Cotton, A. S.	Naval, P. F. R.
Champion, Mrs. M.	Norris, A.
Cross, Miss	Overbeck, G.
Carote, H.	Paulding, G.
Cummins, J.	Pasucal, F.
Collins, A. E.	Patton, M. J.
Cowte, E. H.	Prath, L.
Crake, W. A.	Paulina, A.
Cooke, L. F.	Preston, P. H. H.
Cohen, A. S.	Phillips, A. M.
Costa, P. R.	Pellet, J.
Datema, Capt. E.	Palmer, H. A.
Duckmantou	Ross, A.
Donnelly, P.	Reid, J. G.
Devenport, Dr.	Rosenberg, M.
Drake-Brockman	Robinson, Miss.
Davis, J. L.	Roper, R.
Daly, M.	Radenez,
Degan, A. B. H.	Reing.
Darton, Mrs. F. S.	Reynell, W.
Dommis	Reau, Madame
Elia, J.	Reno, L.
Evans, E. J.	Richard, Mrs. A. E.
Epson, T.	Samborn, F. G.
Emulschiffe, H.	Schilling, G. M.
Fger, O.	Sundt, H.
Eastwood, J. E.	Suzuiki, S.
Empson, T.	Soares, E. P.
Finlayson, H. M.	Siu Chun
Flores, J.	Sin Ore Seng
Francis W. H.	Shewan, S.
Forrest, Miss A.	Scheffer, T. F.
Fidwell, J. P.	Slattsson, C. T.
Coelz, F.	Simpson, T.
Greig, Miss	Singh, A.
Graham, Dr. M.	Samual
Garnett, W. B.	Salmberg, R.
Grill, L. F.	Sentance, M. A.
Grant, W.	Simpson, C.
Hop Long	Sternberg, M.
Ho Wah	Schwohn, M.
Hang, Mrs. A.	Stewart, A. W.
Hamilton, G.	Schjerbaum, P.
Hitchcock, E. A.	Tiberi
Hunter, C. G. W.	Triantafyllides, T.
Hill, L.	Tredory, J.
Herman, H. V.	Thompson, A.
Hodgsen, J. R.	Walters, A.
Hooley, H. D.	Weston, C.
Harvey, P. L.	Walton, Miss.
Halkin, D. J.	Westcote, Mrs. H.
Hall, H. H.	Wernedo, G.
Holyoak, P.	Woods, Dr. A. H.
Harris, A. C.	Webster, D. W.
Harrigan, J.	Wilson, H.
Hendinning, R.	Wickens, H. W.
Hardy, T. E.	Walker, H.
Handly, R. W.	Wedell
Hubb, F.	Wilton, E. C. C.
Ignani, Madame	Worthington, C.
Jones, Mrs.	Weedon, G.
Jantzies, K.	Wheate, W. E.
Jones, Dr.	Whinnerah, T. C.
Jones, H.	Wenning, W. H.
Johus, P.	Woodly, W.
Kong Ah Muoy	Watson, H. G.
Kirkwood, M.	Zahriskie, J. L.
Karge, T.	

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Aziz Khan, Lapig	Mahomed Akbar
Abdul Khan	Mohamed Khan
Allah Deen, I.P.C. 775	Mulla Singh
Abbas Khan	Montero, F. M.
Afzul Khan	Massey-Lee, J. H.
Arraus, J. J.	McKay, Charles
Butchen Singh	Morris, Capt. R., R.A.
Bhagwan Singh	Nah, J. Mc.
Budha Khan (3)	Noble, Lt. W.
Bull, P. Gulvao	Naden, Thomas
Barket Khan	Nazal Khan
Brougham, Ed.	Nogueira, M.
Cotewall, H. R.	Olbes, F. (2)
Crews, J.	Onslow, M.
Chandi Singh	Ola to Omuh, (Manila),
Carum Baksh, (Umballa)	5, Praya East, Wanchai, Hongkong.
Caine Road No. 29	Perica, F.
Gartwright, J.	Pierm, D.
Chandar Pal Singh	Pity, H.
Davis, L. T.	Prizis, E.
Darnelli, Miss F.	Pederson, C.
Fur Siakar Sang	Ross, A., M. R. C.
Fazal Ahmed (1)	Rosouro, Miss L.
Fajek, W.	Rongier, F.
Flores, J. S.	Rosenthal, J.
Fox, F. (2)	Rennie, A. H.
Fatmales (Bombay)	Sayick, M. J. Kelly (Singapore)
Goh Rikisaburs	Stern, B. (2)
Geoghegan, N. M.	
Ghulam Rasool	Sultan Mahomed
Galthke, Fr.	Smulas, H.
Grant, John	Saloon, A. J.
Hans, Mrs. A. J. C.	Sato, T.
Heintz, H.	Sassoon, S.
Hinton, R. S.	Stanford, Mrs. M.
Hollister, G. K.	Sturdy, E. V. (London).
Hinda Singh	Stevenson, F.
Haraguchi, B.	Shores, D. M.
Harper, A.	Sassoon, David
Hand, H. J. (Manila), To Constancio Hand, Vic. Eng. School, Hongkong.	Sharco, A.
	Smith Harry
	Sitwell, Miss W.
	Shean, Gee. C.
Joseph, S. S. Abdul	Sydney, H. (2)
Jurmanali Shah	Thornhill, Capt.
Jamal Singh	Teves, Mariano.
Jeffrey, H. U.	Telvier
Kushiro, C.	Umetami, N.
Kierna, Miss A.	Ultam Singh
Kader Bap, Insp.	Veaseoy, Mrs. L. (1)
Koch, Carl	Wazir Khan
Liaco, Cheang	War Singh
Lopes, Da. C. J.	Wickins, H. W. (2)
Lam, Aron	Winter, F. V.
Leopold, Herrn.	Yonsen, Mrs.
	Yersin, E.

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" *Belgian King* ...Abernethey.
" *Bergenhaus* .....J. Sevendsen.
" *Brand* .....Capt. J. Thornsen.
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" *Calchas* .....H. C. Beasley.
" *Calchas* .....Mr. Carefull.
" *China*.....Mr. Cooper.
" *Drucalion* .....M. J. Garbutt.
" *Hangchow*.....J. M. Williams.
" *Idomeneus*.....T. Connollys.
" *Kaifong*.....H. S. Clifton.
" *Kirkfield* .....G. Dubren.
" *Menelaus* .....J. Ambrose (6)
" *Milos*.....A. Hausen (2)
" *Munchen* .....W. Rummler.
" *Palatia* .....H. Broch.
" *Radley* .....John Mann.
" *Sabine Rickmers*...R. G. Lowden.
" *Taiyuan*.....W. H. Malloch, Chief Officer.
" *Taiyuan* .....Pugh.
" *Tsinan* .....W. H. Wilson. (2)
" *Tsingtau* .....Capt. Wessels. (5)
" *Tsingtau* .....J. Potte.
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Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This succesful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It posseses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 27th April, 1900. [54

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sore of all kinds, it is a never-failing and permanent Cure. It
Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all Impure Matter.
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.
As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSAND OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long-standing cases—BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England. Trade Mark—"BLOOD MIXTURE."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and Clarke's World-famed Blood Mixture," is in the field, WITHOUT WHICH NONE ARE GENUINE. [48

Auction.

GOVERNMENT NOTIFICATION.
No. 142.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 18th day of March, 1901, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th March, 1901. [318c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 18th day of March, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Location.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 6,631	Pa Hing Fong and Upper Station Street, Taipingshan.	100	100	42	42	4,200	63	10,500

To be Let.

TO LET.

A HOUSE in RIPON TERRACE.

GROUND FLOOR.—No. 4, BLUE BUILDINGS.
No. 4, FAIRVIEW.—KOWLOON.
HOUSES in LEIGHTON HILL ROAD.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th March, 1901. [209c

TO LET.

BOARD and ROOM $70. In Private Family. Nice View of the harbour.
Apply to
R. ROE,
Care of Office of This Paper.
Hongkong, 7th March, 1901. [301c

TO LET.
POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to
J. W. NOBLE.
Hongkong, 6th March, 1901. [297c

TO LET.

"STONY BROOK COTTAGE," (with GARDEN), and RICHMOND TERRACE, Nos. 2 & 5, Possession on 1st APRIL; No. 6, Immediate Possession.
Apply to
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 28th February, 1901. [175c

TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.
Apply to
"S.B."
C/o This Office.
Hongkong, 13th March, 1901. [322c

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 9th March, 1901. [2

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 21st instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 24th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 14th March, 1901. [335c

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"

Captain Burch, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 14th March, 1901. [336c

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [30

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply, to
W. STUART HARRISON,
Manager.
Hongkong, 13th December, 1900. [89

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [44

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41

SIEN TING,
SURGEON DENTIST,
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TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [39

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Hongkong, 3rd January, 1901. [16c

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Hongkong, 2nd January, 1901. [8c

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Hongkong, 23th May, 1896. [38

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M. FUJISE,
Manager.
Hongkong, 11th December, 1899. [33

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AND
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BEING A LECTURE DELIVERED BEFORE
THE ODD VOLUMES SOCIETY
BY
Mr. H. E. POLLOCK,
Barrister-at-Law.
To be obtained at the OFFICE of This Paper.
PRICE 50 CENTS.
Hongkong, 1st June, 1900

The Share Market.

LATEST QUOTATIONS.

(*March 15th*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	355 % premium [sales
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$25½ buyers
Do. Founders	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$260 buyers
China Traders' Ins. Co., Ld.	$ 25	$55 sellers
North China Ins. Co., Ld.	£ 25	Tls. 180 sellers
Yangtsze Ins. Assoc. Ld.	$ 60	$118 sales
Canton Ins. Office, Ld.	$ 50	$150
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$291 sales
China Fire Ins. Co., Ld.	$ 20	$77 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$34 sellers
Indo-China Steam Navigation Co., Ld.	£ 10	$118 sellers
China & Manila S.S. Co., Ld.	$ 50 $ 30	$70 sellers $40 sellers
Douglas Steamship Co., Ld.	$ 50	$48 buyers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10 $ 2½	$21 sales $7 buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3.5.0
Refineries.		
China Sugar Refining Co., Ld.	$100	$142 sellers
Luzon Sugar Refining Co., Ld.	$100	$39 sellers
Mining.		
Punjom Mining Co., Ld.	$ 8	$4.60 sales
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$315 sellers
Queen Mines, Ld.	25 cts.	9 cents sales
Jelebu Mining and Trading Co., Ld.	$ 5	$5¼ sales
Raub A'lian Gold Mining Co., Ld.	17s. 10d.	$42 sellers
Olivers Freehold Mines, Ld. A	$ 5	$2.30 sellers
Olivers Freehold Mines, Ld. B	$ 5	$1½ sellers
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	10 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	660 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$94½ sales
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6½	$24
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	10	$9½
Hongkong Land Investment & Agency Co., Ld.	$100	$196 sales
Kowloon Land and Building Co., Ld.	$ 30	$27 buyers
West Point Building Co., Ld.	$ 50	$49 sales
H'kong Hotel Co., Ld.	$ 50	$125 sellers
Oriente Hotel Co., Ld.	$ 50	$80 sales
Humphrey's Estate & Finance Co., Ld.	$ 10	$12½
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$13 sales
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 45
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	80 % premium
Hensiana Limited	$100	par sellers
La Favorita	$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$20 sales
China-Borneo Co., Ld.	$ 15	$33
A. S. Watson & Co., Limited	$ 10	$16½ sellers
Watkins, Limited	$ 10	$12
Hongkong Electric Co., Limited	$ 10	$13 sellers
Hongkong Electric Co., Limited	$ 5	$7 sales
Hongkong and China Gas Co., Ld.	£ 10	$118 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$157½
Geo. Fenwick & Co., Ld.	$ 25	$55 sellers
H'kong Ice Co., Ld.	$ 25	$160 sellers
H'kong High-Level Tramways Co., Ld.	$100	$200 buyers
Dairy Farm Co., Ld.	$ 6	$8 buyers
Hongkong and China Bakery Co., Ld.	$ 50	$50
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$3
Universal Trading Co., Ld.	$ 5	$5½ sellers
H.K. Steam Waterboat Co., Ld.	$ 5	$5
China Light & Power Co., Ld.	$ 20	$20

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EXCHANGE.

Hongkong, 15th March.

On London, Telegraphic Transfer	1/11 13/16
" Bank Bills, on demand	1/11⅞
" Credits, 4 months' sight	2/0⅛
" D'ments, 4 months' sight	2/0¼
On Berlin, (demand)	M.2.03½
On Paris, Bank Bills, on demand	2.50½
" Credits, 4 months' sight	2.56
On New York, Bank Bills, on demand	48¼
" Credits, 30 days' sight	49¼
On Bombay, Telegraphic Transfer	149
" On demand	149½
On Shanghai, Telegraphic Transfer	72
" Private 30 days' sight	nom.
On Yokohama, T.T.	1¾ % pm.
Sovereigns, Bank's Buying Rate	$9.98
Gold Leaf 100 touch, per tael	51.95
Bar Silver	28 3/16
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 15th March.

New Patna	$912½/922½	per chest.
New Benares	945/950	"
New Malwa	820	per picul.
Old Malwa	830/840	"
Persian good quality	825	"

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,566, C. Mattock, 10th Mar.,—Saigon 6th Mar., Rice and Rice-Flour.—Jardine, Matheson & Co.

BENGAL, British steamer, 2,751, S. Barcham, 14th Mar.,—Shanghai 12th Mar., Mails and General.—P. & O. S. N. Co.

BUFFALO, American transport, 2,856, Hutchins, 10th Mar.,—Manila 7th March.

CATHERINE APCAR, British steamer, 1,730, J. G. Olifent, 12th Mar.,—Calcutta 20th Feb., Penang and Singapore 5th Mar., General.—David Sassoon, Sons & Co.

CHINA, German steamer, 1,113, P. Vois, 23rd Jan.,—Saigon 18th Feb., Rice.—Siemssen & Co.

DAIJIN MARU, Japanese steamer, 899, T. Ogata, 13th Mar.,—Swatow 12th Mar., General.—Mitsui Bussan Kaisha.

DIAMANTE, British steamer, 1,254, A. Ramsay, 14th Mar.,—Manila 11th Mar., General.—Shewan, Tomes & Co.

DORIC, American steamer, 2,691, Harry Smith, R.N.R., 9th Mar.,—San Francisco 9th Feb., Honolulu 16th, Yokohama 1st Mar., Kobe 2nd, Nagasaki 4th, and Shanghai (Woosung) 7th, Mails and General.—O. & O. S. S. Co.

FAUSANG, British steamer, 1,141, T. A. Mitchell, 14th Mar.,—Moji 9th March, Coals.—Jardine, Matheson & Co.

FREIBURG, German steamer, 5,965, F. Proesch, 14th Mar.,—Moji 9th March, General.—Carlowitz & Co.

FOON MOON, German steamer, 1,870, Wallis, 3rd Mar.,—Saigon 26th Feb., Rice.—Siemssen & Co.

GLENOGLE, British steamer, 2,399, W. Frakes, 25th Feb.,—Shanghai 22nd Feb., General.—Dodwell & Co., Ld.

HAILAN, French steamer, 377, H. Marlis, 6th Mar.,—Pakhoi and Hoihow 5th March, General.—A. R. Marty.

HAILOONG, British steamer, 783, H. Bathurst, 10th March,—Haiphong via Pakhoi and Hoihow 12th March, General.—Douglas Lapraik & Co.

HAINAN, German steamer, 648, Clausen, 1st Mar.,—Chefoo 24th February, General.—Siemssen & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 14th Mar.,—Foochow 11th Mar., Amoy 12th, and Swatow 13th, General.—Douglas, Lapraik & Co.

INDEPENDENT, German steamer, 871, A. Haltz, 7th Mar.,—Saigon 28th Feb., Rice and Flour.—Sander, Wieler & Co.

KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 11th Mar.,—Moji 5th Mar., Coal.—Mitsui Bussan Kaisha.

LOYAL, German steamer, 1,237, Lorenzen, 11th Mar.,—Bangkok 3rd Mar., Rice.—Sander, Wieler & Co.

MICHAEL JEBSEN, German steamer, 682, J. Jessen, 14th Mar.,—Haiphong and Hoihow 13th Mar., General.—Jebsen & Co.

MILOS, German steamer, 1,694, Niemann, 12th Mar.,—Portland, Or. 29th Jan., General.—Stevens & Co.

NUENTUNG, German str., 832, C. Gosewish, 8th Mar.,—Swatow 7th March, Ballast.—Merchers & Co.

PATHAN, British steamer, 1,723, C. H. Butler, 13th Mar.,—Manila 10th Mar., Ballast.—Dodwell & Co., Ld.

PATROCLUS, British steamer, 3,548, E. G. Dickens, 13th Mar.,—Moji 9th Mar., General.—Butterfield & Swire.

PHRA CHULA CHOM KLAO, British steamer, 1,012, E. E. McLellan, 10th March,—Bangkok 2nd Mar., Rice.—Butterfield & Swire.

PHRA NANG, German steamer, 1,021, A. S. Calder, 10th Mar.,—Bangkok 1st March, and Swatow 9th, Rice.—Melchers & Co.

RADNORSHIRE, British steamer, 1,889, C. H. Burch, 14th Mar.,—London via Singapore 6th Mar., General.—Shewan, Tomes & Co.

SEONG LEONG, British steamer, 1,298, J. P. Sharp, 14th Mar.,—Penang and Singapore 7th Mar., General.—Chinese.

SIAM, British steamer, 999, E. F. Stovell, 12th Mar.,—Bangkok 4th March, General.—Bradley & Co.

TAICHIOW, German steamer, 800, W. Reher, 9th Mar.,—Bangkok 2nd Mar., Rice and General.—Butterfield & Swire.

TAI FU, German steamer, 1,065, E. Schipper, 13th Mar.,—Bangkok 6th Mar., Rice.—E. A. Trading Co.

TAIYUAN, British steamer, 1,459, R. Nelson, 10th Mar.,—Melbourne 8th February, and Manila 7th Mar., General.—Butterfield & Swire.

TELEMACHUS, British steamer, 1,369, P. S. Primrose, 10th Mar.,—Saigon 5th Mar., Rice.—Nam Wo & Co.

TETARTOS, German steamer, 1,578, T. Desles, 7th Mar.,—Saigon 3rd March, Rice.—Siemssen & Co.

TOSA MARU, Japanese steamer, 3,610, S. J. G. Parsons, 7th Mar.,—Seattle via Kobe 1st Mar., Flour, Lumber and Shrimp, &c.—Nippon Yusen Kaisha.

TRITOS, German steamer, 1,148, H. Clausen, 13th Mar.,—Saigon 8th Mar., Rice.—Siemssen & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hemnring, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb.,—Yap 14th Feb., Ballast.—Master.

IRIS, British schooner, 206, Wright, 4th Mar.,—from Carnarbon, Sandal Wood.—Siemssen & Co.

LOTHAIR, Italian bark, 972, Bozzo, 19th Jan.,—from Callao, Ballast.—Order.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

MOZAMBIQUE, British ship, 2,305, Robert Clerane, 14th Feb.,—New York 20th Sept., Kerosine.—Standard Oil Co.

NIVELLE, British 4-masted bark, 3,262, D. Steven, 6th Feb.,—New York 5th Sept., Kerosine Oil.—Standard Oil Co.

PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb.,—New York 26th June, Oil—Standard Oil Co.

ST. PAUL, American ship, 1,824, Treat, 29th Jan.,—New York 9th Sept., Kerosine.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 15th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Arethusa, British cruiser, 3,400 tons, Capt. J. Startin, Hongkong.

Argonaut, British cruiser, 11,000 tons, 16,500 i.h.p., 16 6 inch. q.f. guns, Capt. G. H. Cherry, R.N., en route Shanghai.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Hongkong.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, Hongkong.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Brisk, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart., Hongkong.

Britomart, British gunboat, 710 tons, Comdr. T. Walter, Foochow.

Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.

Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Canton.

Isis, British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Hongkong.

Orlando, British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Singapore.

Phœnix, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, West River.

Rosario, British sloop, 980 tons, 6 guns, Com. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Practice.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Singapore.

Wallaroo, British cruiser, 2,575 tons, 8 guns, 7,500 h.p., Capt. F. C. M. Noel, Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, cruising.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,757 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Captain S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, † Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silsich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

* *Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchëna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hansa*, German cruiser, 6,000 tons, 30 guns, Capt. Pohl, at Tsingtau.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Hongkong.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Swatow.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Baëhine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loliel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saune, at Amoy.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, en route Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Manila.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, at Hongkong.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Hongkong.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Hongkong.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, Taku.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, Hongkong.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ——,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie,—Kwong Wan Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Canton—Per *Powan*, to-morrow, the 16th instant, at 7.30 A.M.

For Bangkok—Per *Taichiow*, to-morrow, the 16th instant, at 9 A.M.

For Bangkok—Per *P. C. C. Klao*, to-morrow, the 16th instant, at 9 A.M.

For Europe, &c., India, via Tuticorin—Per *Bengal*, to-morrow, the 16th inst., at 11 A.M.

For Amoy and Manila—Per *Diamante*, to-morrow, the 16th instant, at 1 P.M.

For Macao—Per *Heungshan*, to-morrow, the 16th instant, at 1.15 P.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle (U.S.A.)—Per *Tosa Maru*, to-morrow, the 16th instant, at 3 P.M.

For Shanghai—Per *Pakhoi*, to-morrow, the 16th instant, at 3 P.M.

For Nagasaki—Per *Radnorshire*, to-morrow, the 16th instant, at 4 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 16th instant, at 4 P.M.

For Moji, Kobe and Yokohama—Per *Taiyuan*, to-morrow, the 16th inst., at 5 P.M.

For Swatow, Amoy and Tamsui—Per *Daijin Maru*, to-morrow, the 16th inst., at 5 P.M.

For Swatow, Amoy and Foochow—Per *Haitan*, to-morrow, the 16th inst., at 5 P.M.

For Amoy and Tamsui—Per *Formosa*, to-morrow, the 16th instant, at 5 P.M.

For Hoihow and Haiphong—Per *Michael Jebsen*, to-morrow, the 16th instant, at 5 P.M.

For Canton—Per *Fatshan*, on Sunday, the 17th instant, at 9 A.M.

For Shanghai—Per *Pakhoi*, on Monday, the 18th instant, at 3 P.M.

For Shanghai—Per *Melpomene*, on Monday, the 18th instant, at 4 P.M.

For Kumchuck and Samshui—Per *Tungkong*, on Monday, the 18th instant, at 4 P.M.

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